

NO. OF PAGES 2

25X1

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The Brodogradnja - Apatin (Shipbuilding Enterprise - Apatin) is situated on the north bank of the Danube River in Apatin in the Backa region of the Vojvodina. In existence since before World War II, it did not resume operations until 1946, when the damage suffered during the war was finally repaired. This yard, which is under Federal jurisdiction, controls the shipyard at Bezen. At Apatin new river vessels are built and old vessels repaired; spare parts are manufactured and repaired; ship's fittings, equipment, and tools are manufactured. The manager of the enterprise since 1949 has been Momcilo Krivokuca. The chief of operations is Engineer Branko Bilic and the chief of the assembly department is Engineer Jovan Vestermajer. The yard operates in one shift and employs approximately 250 workers, who are well paid.
2. In addition to making minor repairs on passenger vessels, barges, and tugs, this shipyard has overhauled and reconditioned several vessels raised from the Drava and Danube Rivers, where they had lain since having been sunk during World War II. Among these vessels is the VUKOVAR, which was sunk in the port of Vukovar, and several other vessels which were raised from the Drava River at the point where it flows into the Danube.
3. Reportedly, the shipyard can produce tugboats complete except for engines. Thus far it has built only one, the KAPAEONIK, which has 16 cabins, two salons, bathing facilities and electric lighting, and has a pulling power of 765 ship tons. The first of its type to be built in Yugoslavia, it has neither searchlights nor radio equipment. The Five-Year Plan envisions the construction at this shipyard of 10 such tugboats; from six to eight passenger boats; several Navy vessels; and six fast coastal patrol boats armed with heavy machine guns. Reportedly, this plan cannot be fulfilled.
4. Construction work has begun on two 60-ton river gunboats, which are to be armed with two 70 mm cannons and six heavy 30 caliber machine guns. Their speed will be 15 knots per hour.
5. All the material used at the yard is of domestic origin, except, for the engines which are imported from Austria. Electric power is obtained from the local electric power plant by means of a high voltage line which runs next to the shipyard.

~~CLASSIFICATION~~ ~~SECURITY/CONTROL~~ ~~U.S. OFFICIALS ONLY~~

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION			
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FEI				

CONFIDENTIAL

Document No. 011
No Change in Class. ☐
Declassified
Date: 03/07/78
By:

EXPLOITED BY US

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2009

CONFIDENTIAL~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~

CENTRAL INTELLIGENCE AGENCY

25X1

- 2 -

25X1

1. Lathe shop. This is a large workshop which has the following divisions:
 - a) 15 new lathes of various sizes, most of which are either of domestic or Czechoslovakia manufacture.
 - b) Sheet metal, where all work with sheet metal in connection with shipbuilding is carried out.
 - c) Mechanics' shop, where work on repair and construction of ships is carried out.
2. Carpentry shop. This is a large shop located under the same roof as the assembly division.
3. Assembly division. This is a large shop used for assembling machines for ships and tugboats.
4. New machine workshop. This workshop was built in 1948, and has a corrugated glass roof. It includes:
 - a) Machine department, which has presses, four drills, three milling machines, two large and one small planer, and six other miscellaneous small machines.
 - b) Control department, which tests all parts before they are assembled. This also includes the department which issues work norms.
5. Shipyard management. This is an old two-story building which houses all the officer of the enterprise.
6. Electrical workshop. This is a new building which was built in 1948. It does all electrical installation on ships.
7. Materials storehouse. This is a two-story building. The ground floor of which houses a storehouse with all the materials for the shipyard, while the second floor has a conference room, the sanitation department, and the construction office. The building also contains some machinery.
8. Cabinetmaker's shop and pattern-making shop. This is a new building which was built where the old cabinetmaker's shop stood. It contains much woodworking machinery.
9. Tool shop. This is an old building in which spare parts and tools are made and in which repairs are carried on.
10. Forge. This is an old building which is equipped with two old hammers and one new one. They are driven respectively by compressor and electric power. The tempering shop is also under the same roof.
11. Repair shop. This is an old building, the only activity of which is to repair ships and tugboats.

CONFIDENTIAL~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~